CHAPTER 2

ASB Organization and Functions

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ORGANIZATION AND MISSIONS

The aviation support battalion is part of the heavy division support command. The DISCOM provides DS-level logistics and medical support to all organic and attached elements of the division. As described in Chapter 1, it consists of the following elements:

- Headquarters and headquarters company/materiel management center.
- Main support battalion.
- Forward support battalions.
- Aviation support battalion.

ASB

The ASB contains a headquarters and supply company, a ground maintenance company, and an aviation maintenance company, see Figure 2-1, page 2-2.

The ASB plays a dual role in providing direct support to the aviation brigade. First, the ASB supports current operations. It monitors the implementation of the support plan. This requirement involves the continuous coordination discussed throughout this manual. The ASB actively monitors all support operations with the aviation brigade S4, identifies problems, and implements solutions to ensure support requirements are met. Second, the ASB plans to support future operations. It anticipates requirements and incorporates planning guidance.

In addition, the ASB commander is a base cluster commander in the division rear and operates under the division command for this mission. Chapter 5 is a detailed discussion of the security and terrain management operations of the ASB.

The ASB supports the aviation brigade's mission by implementing the DISCOM commander's guidance. Specifically, it supports the aviation brigade by providing or coordinating all classes of supply and maintenance. It replenishes basic loads for all its supported units. The division commander's priorities determine distribution of Class VII items. The ASB coordinates transportation requirements with the movement control officer. HSS and field services are coordinated among the aviation brigade, division medical operations center, and elements of the ASB. More detail appears in Chapters 6-8. FM 8-10-3 details the operation of the division medical operations center (DMOC).

TASK ORGANIZATION

The ASB is designed to provide maximum flexibility. The DISCOM commander and staff tailor resources to support tactical operations, They maintain constant contact with the division staff to anticipate future support requirements. It is critical to know who will require what types and amounts of support in what battlefield locations at what times. The division materiel management center (DMMC), DMOC, and support battalions keep the DISCOM headquarters aware of the current and projected status of logistics

and health services support resources. Using this information, the DISCOM task-organizes to best support the force.

The ASB commander may require additional support from an FSB or the MSB when support requirements are beyond the ASB'S capability. The DISCOM commander provides support on the basis of mission, enemy, terrain, troops, and time available (METT-T). The ASB'S responsibility in this process is to keep the DISCOM commander informed of the logistics situation in the aviation brigade area and of current and anticipated support problems.

Planners must know what CSS assets are available in the DISCOM's support battalions in order to properly cross-level assets. The Class III/V platoon of the ASB headquarters and supply company augments the FSB or division rear ammunition transfer points (ATPs) when necessary.

Medical support is coordinated among the aviation brigade, the MSB and FSB medical companies, the DISCOM medical operations center, and the division surgeon. The ASB has no direct role in providing HSS for the aviation brigade or its subordinate units.

In all cases, planners responsible for organizing logistics elements in the aviation brigade must consider the following:

- Mission of the unit.
- Number of people in the unit.
- Number and types of equipment.
- Priority of support to each unit.
- Level of combat effectiveness required for the unit.
- Length of time the unit will need support.

In addition to the logistics planning factors cited above, HSS planning includes, but is not limited to-

- Estimated patient work load.
- Lines of patient drift.
- Number and type of evacuation support assets.
- Level of hostilities.
- Endemic and epidemic diseases.
- Disease vectors and pest management.
- Environmental diseases and impact.
- Area support requirements.

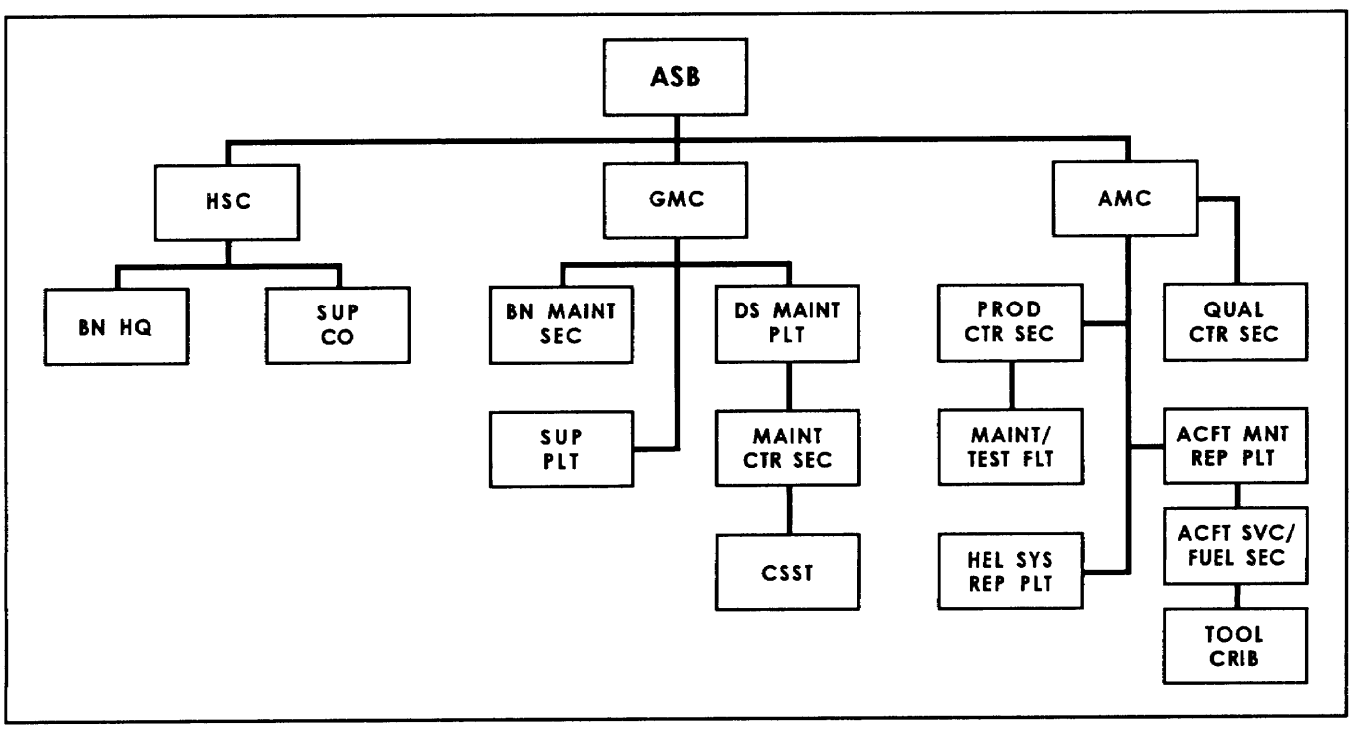


Figure 2-1. ASB organization

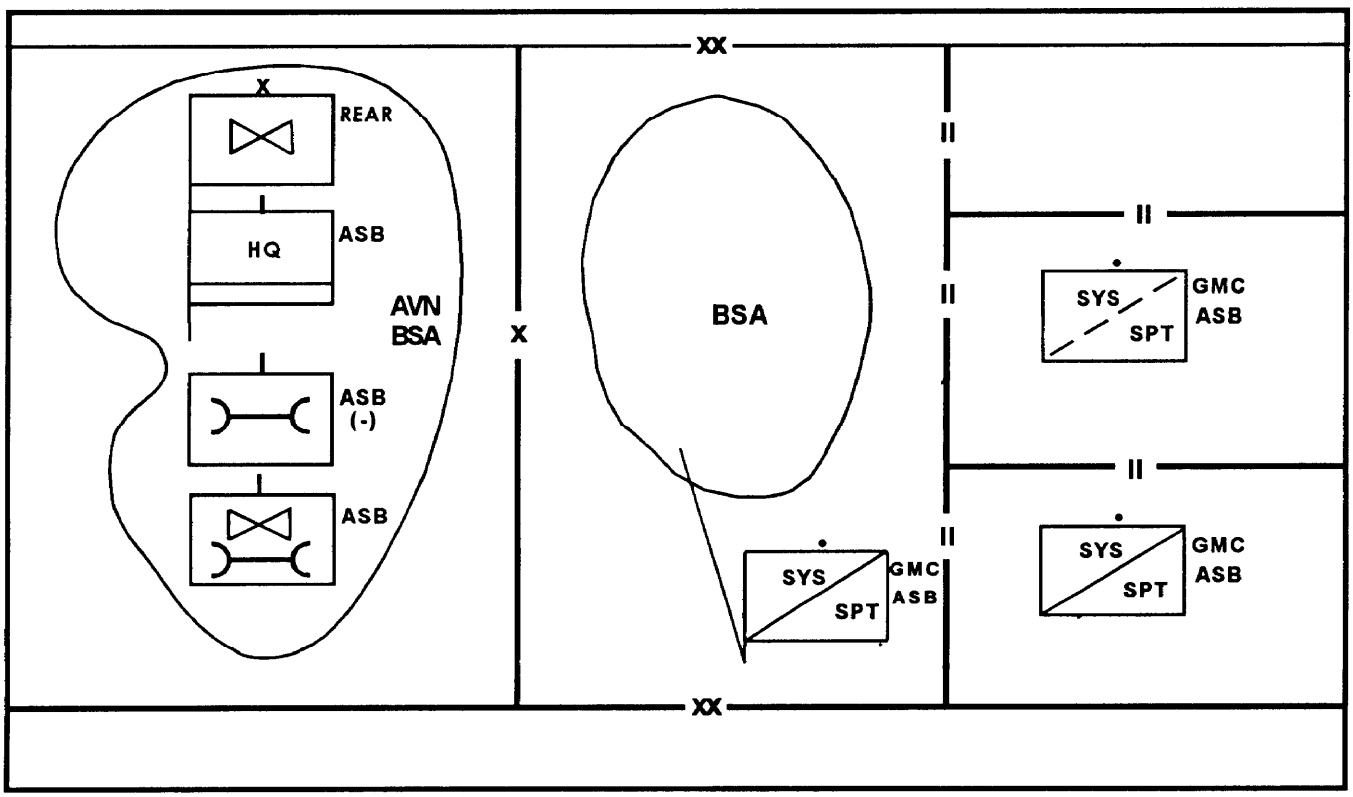
BATTLEFIELD LOCATIONS

The base of operations for the ASB is the division rear area. The assistant division commander—support (ADC-S) approves the location of the ASB based on the tactical situation and the recommendation of the ASB commander and the aviation brigade S4. The ASB commander must ensure the area is small enough for C3 and security purposes, yet large enough to accommodate the dispersion required by the ASB. The size will vary with the terrain, but an area of 4-7 kilometers in diameter is a planning guideline.

In addition, the ASB commander, ASB S2/S3, and aviation brigade S4 must consider—

- Availability of roads.
- Capability of roads to handle heavy traffic and large vehicles in all weather.
- Availability of built-up areas.
- Overhead cover and concealment.
- Suitability for technical operations.
- Defendability.
- Communications profile.
- Accessibility to air support assets.
- Distance from enemy artillery. A typical distance from the forward line of troops (FLOT) to the division rear is about 60-70 kilometers during support of defensive operations. The distance may be less during offensive operations and will vary with METT-T.
- Proximity to an airfield.

Though the ASB is based in the division rear, elements are positioned on the battlefield to maximize forward support. Typical locations are shown in Figure 2-2. In addition to the elements in the division rear area, the cavalry system support team (CSST) and maintenance support teams (MSTs) work in the maneuver brigade areas. Other specific deployment possibilities for ASB elements are discussed in Chapters 6-8.



SUSTAINMENT PLANNING

The ASB sustains the aviation brigade across the entire depth of the battlefield. For the aviation brigade, close, deep, and rear operations are usually conducted with the same assets.

CLOSE OPERATIONS

Offense

The aviation brigade participates in all types of offensive operations. FM l-lll provides details on the operations and the roles of both air and ground units. An offensive operation may be launched at any time and with little notice. The ASB commander and staff anticipate requirements and maintain continuous contact with the brigade staff. This permits them to have as much advance notice to support the commander's course of action. They monitor tactical nets whenever possible. In planning for an attack, the ASB ensures support equipment is ready, supplies are in position, and transportation needs are coordinated.

As the attack develops, communication links between the aviation brigade and ASB must remain operational. The ASB must also ensure the preparations discussed below do not giveaway tactical plans. In addition, all elements of the ASB prepare to move forward by echelon. The ASB provides the high level of support required during ofiensive operations.

Supply. The most critical supplies are Classes III, V, and IX. To handle high fuel consumption, forward stocks in the maneuver BSAs may be built up and the headquarters and supply company's (HSC's) Class III supply point be prepared to move forward rapidly and set up forward refuel sites as described in Chapter 6.

Though ammunition expenditures may not be as high as with a heavy defense, responsive resupply is essential. A significant problem will be maintaining this support over extended supply lines. As the sustainer, the ASB cannot require the aviation brigade's forward area rearm/refuel point (FARP) vehicles to travel far or the Class III/V platoon to haul ammunition over great distances. The ASB must coordinate with the FSBs to determine the location of ATP elements. The support operations officer, in coordination with the division air officer (DAO), must plan for the movement of ammunition to the FSB and corps ATPs in the division rear to meet aviation brigade needs.

Other supply considerations include—

- Weapon systems replacement requirements.
- Potential use of captured supplies, especially vehicles and fuel. Captured medical supplies are protected under the provisions of the Geneva Convention. Refer to FM 8-10 for additional information.
- Increased use of meals ready-to-eat (MRE).
- Use of controlled exchange and cannibalization as a source of repair parts.
- Availability of host nation support, particularly procurement of Class III packaged items, building supplies, barrier material, and, in some cases, sundry items.

Transportation. Transportation assets will be heavily taxed in the offense. Long lines of communications and large requirements for selected supplies and personnel replacements will stress the system. The ASB has extremely limited transportation resources. The resources it has must be used to keep the ASB mobile to advance with the attack. The support operations section must communicate transportation requirements to the movement control officer (MCO) in the DISCOM to sustain the momentum of the attack. Also, the ASB coordinates with the aviation brigade S3 and DISCOM MCO to use roadnets efficiently. The opening and securing of routes must be included in the tactical plan.

Maintenance. Maintaining momentum also requires keeping in, or returning to, the current battle as many weapon systems as possible. Therefore, emphasis is on battle damage assessment and rapid return of equipment to the aviation brigade. As described in Chapter 7, the ASB ground maintenance company sends the CSST and MSTs forward to support this concept. The teams are organized to ensure that the right people go forward with the necessary transportation, communications, test, measurement, and diagnostic equipment (TMDE), and repair parts. They

include mechanics who can make rapid, informed decisions on what to repair on site, what to evacuate, what to cannibalize, and what to abandon after making it useless to the enemy. The DISCOM may establish time lines for on-site equipment repair. The equipment is then evacuated or reported and left for follow-up maintenance elements to repair. Each team works closely with the supported units to make maximum use of lulls in the battle to get as much equipment as possible ready for when action resumes. In fast-paced actions, the MCO arranges use of air transportation to bring repair parts forward and evacuate damaged equipment.

Health Services. Attacks usually result in high casualty rates. High casualty rates and long evacuation lines stress the health services resources of DISCOM units. FM 8-10-4 details medical sections/ medical platoon (battalion/squadron aid station) operations. FM 63-20 details health services support for the aviation brigade from the FSB. FM 63-21 provides the same information for the MSB.

Field Services. Due to the mobility required for offensive operations, some field services provided by corps (such as laundry and clothing exchange and bath) may be temporarily suspended. On the offensive, MA operations intensify. The ASB must ensure that adequate MA supplies are available. Airdrop is the other field service that assumes greater importance in the offense. Airdrop support comes from corps. However, if the ASB is the supported unit, the ASB staff must plan request procedures, drop zone selection and control, recovery of supplies, and evacuation of airdrop equipment.

Defense

The role of the ASB in the defense is to support defensive battles while maintaining capability to shift to the offense with little notice. This requires the ASB command post (CP) to stay current with the battle. Emphasis must be placed on locating ASB support points out of reach of possible penetrations in protected and concealed locations without sacrificing support. Elements must also be out of the way of potential retrogrades. ASB units should disperse as much as possible without impairing command and control or security. Built-up areas are also used as much as possible. Air defense artillery (ADA) coverage must be planned and emphasis placed on passive measures. The ASB must also dig in as much as equipment and time allow. This includes positions for personnel and equipment.

Supply. Supply operations are most intensive during the preparation stage. The ASB plans for the propositioning of critical supplies for the cavalry squadron (particularly, fuel and ammunition) far forward and in successive defensive positions.

Throughout the defense, Class V expenditures are likely to be high. The aviation brigade may have a covering force mission, responding to contingencies throughout the security area. Therefore, the ASB must keep aviation brigade units, particularly the AHBs, continually aware of the position of the ATPs to maximize responsiveness. Requirements may also be high for chemical filters, mission-oriented protective posture (MOPP) gear, and decontaminants.

In many defenses, consumption of Class III for ground vehicles is low relative to rates during an offense. The need for aviation fuel remains high. The use of the ATKHBs and the assault helicopter company (AHC) in covering force operations requires high consumption of Class III. The positioning and resupply of FARPs directly relates to turnaround time and responsiveness for sustained operations.

Transportation. As implied in the discussion of supply, transportation is most critical while preparing for a defense. Propositioning supplies and shifting personnel and equipment before the operation taxes the system. The ASB's major role in this area is to coordinate transportation requirements with the DISCOM MCO for support operations.

Maintenance. The emphasis for the maintenance companies in the defense is to maximize the number

of weapon systems available at the start of the operation. Once defensive operations begin, the principles are the same as for the offense. In some defenses where lines are not extended, forward support may be maximized by consolidating maintenance company assets in the base shop. The ASB would then send out small, highly mobile MSTs to perform quick, on-site repairs or component exchanges.

Health Services. FM 8-10-4 discusses procedures for medical sections/medical platoon (battalion/squadron aid station) operations. FMs 63-20 and 63-21 detail HSS for the aviation brigade.

Field Services. If the ASB is supported by shower, laundry and clothing repair facilities in the BSA, the ASB staff ensures they do not interfere with tactical operations.

Retrograde

Support for a retrograde operation is particularly complex. Communication with the aviation brigade and tracking of the tactical situation are especially important. Aviation units at a given time may be defending, delaying, attacking, or withdrawing. Thus, it is essential that ASB elements are echeloned to continue to provide support to the delaying force at an old defensive site while establishing support to withdrawing elements moving rearward. Any ASB personnel and equipment not essential to supporting forward elements should be moved as soon as possible.

Supply. Planners ensure that supplies are delivered to projected sites along the withdrawal route where requirements exist. Only critical supplies (Classes III, V, and IX) in minimal quantities are moved forward to support the delaying force. All forward assets not required by the delaying force should be moved back. Guidance on civilian property should be supplied by DISCOM headquarters.

Transportation. Retrograde operations stress transportation resources. The MCO, provost marshal, and ASB support operations section must work closely to efficiently use MSB transportation assets and ensure that roadnets stay open. The ASB must evacuate nonessential personnel and items early to avoid congested roads later. In addition, it must ensure that only essential items are moved forward. Finally, the ASB support operations section makes sure any transportation assets moving resources forward assist in the evacuation effort.

Maintenance Maintenance planning emphasizes support forward while moving most of the maintenance company rearward. Time for repairs is limited. Forward elements should concentrate on exchange versus repair and make maximum use of cannibalization. Efficient recovery and evacuation are essential. Heavy-equipment transporter (HET) support is coordinated with the DISCOM MCO. Evacuation assets are scarce, so forward repair is critical. Since command and control is difficult, MST leaders must take the lead to keep the maintenance control officer aware of the team's location, resource status, and Class IX requirements.

Health Services. Medical evacuation in retrograde operations is situation-dependent. The evacuation process is complicated by—

- Requirements for security and secrecy in movement.
- Influence of refugee movement.
- Movement at night or during periods of limited visibility.
- Other military traffic on main supply routes or other routes used for medical evacuation.

Medical treatment locations and patient collecting points should be preplanned and disseminated on operations overlays. FM 8-10-6 details medical evacuation and FM 8-10-4 discusses battalion aid station operations.

Field Services. Any shower, laundry, and clothing repair (SLCR) units in the area are also moved to the rear as soon as possible. Nonessential services may be temporarily suspended. Facilities of suspended activities may be integrated in deception plans.

DEEP OPERATIONS

As part of deep operations conducted by the division, the aviation brigade can delay, disrupt, and destroy uncommitted enemy forces far in the enemy's rear. The aviation brigade usually operates as part of a combined arms force, controlling attack and assault helicopter companies. It focuses on—

- Interdiction of reserves.
- Gathering intelligence.
- Securing deep objectives.
- Reconnaissance and screening operations.

Sustainment of deep maneuver must be carefully planned. Deep maneuver is a high-speed, short-duration, audacious operation with austere CSS. Early in the planning phase, the ASB commander informs the aviation brigade commander of available logistics assets and replenishment prospects. The ASB ensures the aviation brigade is fully loaded and fuctional before the operation.

REAR OPERATIONS

In future conflicts, combat operations in the division rear area are inescapable. Rear operations are conducted to secure the force, neutralize or defeat enemy operations in the rear area, and ensure freedom of action in close and deep operations. The goal is to provide security to make sure operations in the rear are not impaired. If the division rear is not secure, brigade elements conducting close and deep operations cannot be sustained. This topic is covered in depth in Chapter 5.

RANGE OF MILITARY OPERATIONS

The Army operates under changing conditions of warfare, using all elements of national power to ahieve its strategic objectives. The activities of the Army during peacetime (peacekeeping, humanitarian aid) are classified as operations other then war (OOTW). During peacetime, the US attempts to influence world events through routine actions between nations. In conflict, the US engages in hostilities to secure its strategic objectives. War, the last environment, is the use of force in combat opeations against an armed enemy, see Figure 2-3

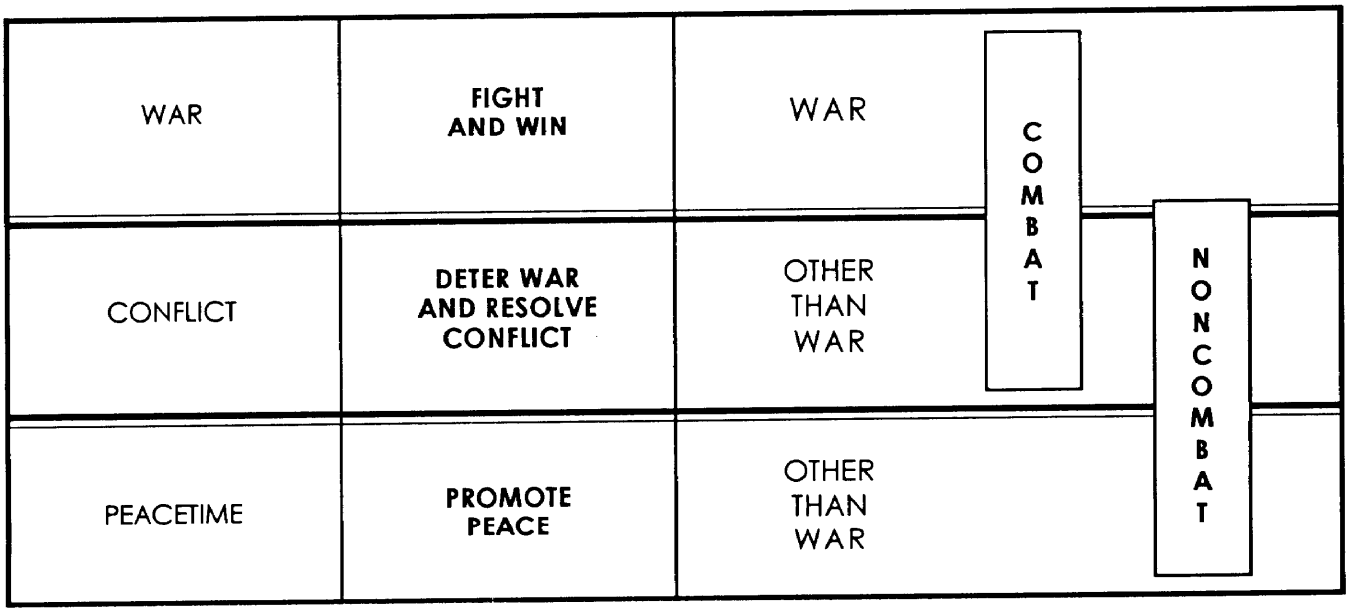


Figure 2-3. Range of military operations

Because the Army may operate in all three environments at once, all commanders must integrate and coordinate their efforts to mutually support and attain the identified objectives. Figure 2-3, page 2-7 portrays the possible combination of all three environments. The conduct of OOTW is an increasingly likely scenario in the post-Cold War world.

CSS operations in OOTW may differ significantly from usual support functions in war. This is due to factors of environment and operational tempo. The makeup of any CSS organization is highly mission- or scenario-dependent, with levels of support varying within and between each category.

Aviation assets are considered early for deployment in support of OOTW. An aviation logistics support package must be considered a prerequisite for advance support elements. The package must contain the proper mix of maintenance, supply, technical inspectors, and supervisors to support the aviation asset package. Parent units use their organic AVUM resources to provide the bulk of the support package. Aviation intermediate maintenance (AVIM) units deploy during the buildup phase of an operation. OOTW aviation operations may be characterized by increased maintenance due to adverse weather and terrain conditions. The value of aviation resources to OOTW is increased because the force may be dispersed over a wide area with poor road networks. Air lines of communication (ALOC) may become the primary means of moving personnel and parts and of conducting resupply throughout the area of conflict.

FM 100-5 establishes doctrine and provides guidance and further detail on the range of military operations.